

ing full in their face. It was utterly impossible to travel so with their animals; they constructed a snow-

but, and passed one long day and night suffering se-

verely from the intense cold. On the fourth day, in the afternoon, one of the company—a one-armed man—gave out, so they were compelled to halt. Thinking they were about twelve miles from their settlement, one of the company resolved to go on in and procure assistance and refreshments and meet his comrades next day; but, alas! poor brave man, that night he perished alone on the prairie, overcome by fatigue and cold. The remainder of the company got in the next day (the fifth day), the one-armed man being much injured by the frost. How those poor families, exiled from their homes, will ever manage to survive this winter season!

I will relate an instance which will go to show the swine have as much of the hibernating qualities as bears. A farmer a short distance above here permitted his swine while fattening them to run to the woods. After the first severe storm his hogs failed to come up as usual, nor could they be found anywhere; he concluded they were drifted over with snow and he searched for three days without success.

had perished. Thirty-five days after their last appearance, a man hunting in the woods was attracted to a snow-drift in a ravine, where he found his dogs barking and scratching the snow away. Giving them assistance, he soon came upon his neighbor's long-lost boys, not only alive, but apparently as fat as when last fed. The owner butchered them the next day, and, with the exception of the disappearance of omentum or caul, he could not perceive any abeyance of the fatty matter. We are now more than ever confirmed in the opinion that warmth and quietude are as congenial to the preservation of fat as to the production. N. D.

WESTERN RAILROADS—DISASTERS.
 Editorial Correspondence of The N. Y. Tribune.
 PRINCETON, Ill., Feb. 13, 1867.
 I presume no adequate idea can even yet have been
 obtained at the East of the derangement of communi-
 cations and destruction of property on Western Rail-

roads, especially in this State, caused by the late storm and freshet. So far as I have heard, the Illinois Central is the only Railroad not materially damaged and obstructed, which I doubt not is owing to the fact that the Central Road was actually built, while those west of it were generally thrown together as if with a pitchfork. The tracks of most of them are elevated scarcely a foot above the usual prairie level, subjecting them to heavy drifts, especially in the cuts; while I doubt whether they will average one snow-plow to every two Roads west of the Central. Eastern Railroads, on the whole, are the miserable, craft and con-

road men complain of the miserable state and equipment of most of these Roads, saying that money is disbursed in exorbitant dividends, intended to give a fictitious value to stocks, which are urgently needed on the equipment of the Roads. The station-houses are very deficient, both in number and accommodations. Very often the sloughs or watercourses, especially such as are dry for a good part of each year, are

The tracks are ordinarily made of black prairie
muck, which, when saturated becomes prairie mud
of the most unsubstantial character. Some of this has
been thrown up when full of frost and ice, and dis-

olves into a single jet at the first heavy thaw. Let a train now pass over the track and the ties are pressed down into the soft cone to any conceivable depth, and the road is temporarily ruined. Let the whole freeze over the next day or day after, and the ruin becomes fixed, inveterate, not to be repaired until the track shall have first thawed, then dried to solidity. A proper track should be elevated from two to three feet above the general level; should be built of the subsoil or heavy loam, rather than the surface muck; should be

fenced at a distance of two or three rods along the sides of each excavation, so as to arrest the drifting snow before it can reach and bury the tracks. Then they should be well equipped and manned, and they are not at present. A thousand men at work last Saturday could have cleared the track of earth and mud freshly deposited upon it, which, being allowed to remain and freeze there, will have cost many thousand days' work before it is removed.

—The Rocky Island Road is again in operation from the

Mississippi to Pond Creek, whence it is impassable for thirty miles to La Salle. Thence to Chicago it is unpassable to be open. The Burlington Road is now open from the Mississippi to Mendota, whence it is impassable to Aurora. The Bareau bridge (92 feet high and very long) is crossed, but it very ticklish, having been forced some feet down-stream by the ice and flood. I believe the bridge over the Fox at Aurora is entirely gone, with several others. The loss to each of

These Roads must be estimated by hundreds of thousands of dollars.

A Mail come down the Burlington Road yesterday after five days' hiatus. Passengers were through three days ago, but they had no Mail Agents to expedite their progress.

H. G.

EARTHQUAKE IN BUCKS COUNTY—On Tuesday evening, says *The Doylestown (Pa.) Democrat* a shock of an earthquake, was sensibly felt in the portions of Bucks County near the Delaware River. The earthquake was felt in the portions of Bucks County near the Delaware River.

loudly rattling against the door. However, it was more likely to be the thimble, which had been carried down 10° celsius and midnight, lashed about 30 miles an hour. A deep, low rumbling, resembling the fast driving of a motor car, came from the north, and the rattling motion of a rattling of windows and a general shaking of all articles of household furniture. Judge Harting stated that the noise and rattling of the windows alarmed his family, and that it could be distinctly felt at his dwelling in Beacon. It was distinctly felt at Trenton, N. J., and *The Daily Republican* thus notes the remarkable occurrence:

The cause of the noise is not known, but it is very curious to note

The earthquake of Tuesday night, which we mentioned yesterday, was felt in various places in the

northern part of this city. We learn that it was also very distinctly perceived at Vineland, Mount Holly, Burlington, and other places in New Jersey. It is described in the same manner by every person that perceived it. There was a distinct rumbling, as of a heavy vehicle over a hard road, with an undulating motion, rattling of windows, and a general shaking of articles of furniture. It occurred about half past 11 o'clock at night, some of the accounts making it a minute or two earlier and some later. But these variations in time were owing to the differences in the watches and clocks."

STATE SOVEREIGNTY—On Thursday last two freemen, William Carter and John Powell, seamen on board the British bark *Billow*, were arrested in our city for being absent from their vessel without leave, and were committed by the Mayor to be punished by stripes, by virtue of an act of Assembly in such cases made and provided. The punishment was commuted, at the request of the captain of the bark, to the payment of costs of arrests and other usual charges, which, however, her Majesty's Consul G. P. R. James, Esq., demurred, on the ground of the persons being British subjects, and, therefore, exempt from the

Admitted to which other free negroes were liable for a violation of the aforesaid Act of Assembly. Our worthy Mayor, however, maintained his authority, the matter, and gave her Majesty's representative the alternative to pay charges or submit to the punishment of the negroes, the former of which he adopted under protest. The decision of the Mayor in this case is in strict conformity with State sovereignty, the maintenance of which is absolutely necessary for the preservation of the rights of the slaveholding States.

(Morrell (Va.) Argus.

THE NEW COINAGE BILL.—We are requested by

Mr. Bowdler, the Director of the Mint, to state that the bills relation to the small foreign silver coins and the exchange of cents has not yet become a law. When it is approved by the President, every effort will be made to carry it into effect as early as possible. Due notice will be given when the Mint is prepared to pay out the new coins, and regulations will be announced in reference to the receipt of the foreign silver coins and old cents in exchange for the new issues.

[Philadelphia Ledger, Feb. 20,